

Inventory No. F-1-156

(indicate preferred name)

other

county Frederick

(give names and mailing addresses of all owners)

city, town	Richmond	state	VA	zip code	23219
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city, town	liber	folio
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☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☒ Other: MHT

C

7. Description

Inventory No. F-1-156

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The culvert west of the Point of Rocks Station of the B&O Railroad is a small, coursed and random ashlar and rubble box culvert carrying a small, unnamed tributary under the former B&O Railroad alignment, now CSX. The culvert drains to the south. The opening is approximately 3' wide by 4.5' high.

The B&O Culvert is laid in a combination of granite and sandstone blocks with large irregular granite lintels. The inflow end (north) is formed of a combination of sandstone, or possibly a Potomac Marble (limestone) and granite. Over the years since it's probable mid-nineteenth century construction, the steady flow of water and debris as well as numerous flooding episodes have conspired to wear away some of the softer sedimentary stone. Evidence of shoring up the bank exists over the north inflow in the form of concrete and a crude rip rap. The interior floor of the box culvert is lined in small irregular river stones.

The outflow end (south) is formed of more squared granite ashlar, though it still employs a natural, unworked slab of granite as a lintel. Shoring of the railroad berm was achieved through the use of wooden members atop the face of the culvert.

8. Significance

Inventory No. F-1-156

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:	

Specific dates	N/A	Architect/Builder	B&O Railroad
Construction dates	mid- to late nineteenth century with later repair work		

Evaluation for:

☒ National Register ☒ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Statement of Significance

The Point of Rocks survey district (F-1-187) was evaluated for eligibility for listing in the National Register for the purposes of a FEMA acquisition. It was determined ineligible for inclusion due to lack of integrity. No structures were individually evaluated at that time, and the B&O Railroad Culvert was not part of the district evaluation. JMA evaluated the culvert as part of the Marc Train Parking Lot Expansion project currently in its planning stages. The culvert appears to date to the mid-nineteenth century and shows signs of repair work over the ensuing years. The culvert is associated with the B&O Railroad, the first railroad company in the U.S. However, there is no evidence that this culvert dates to the earliest years of the railroad, and due to repeated flooding of Point of Rocks, it is in all likelihood a reconstruction of an earlier culvert. As an example of very basic engineering principles, the culvert lacks the design, workmanship, and integrity to qualify it as eligible for listing under criterion C. Though associated with the B&O Railroad, this undistinguished culvert alone does not appear to adequately illustrate the significance of the B&O, and thus does not appear to qualify for listing in the National Register under criteria A or B.

History

The early nineteenth century was a period of exploration and westward expansion. Effective transportation was the key to tapping into the natural resources and realizing the potential of industrial growth west of the Appalachian Mountains. Canals had been chartered as early as the 1780s, but progress in cutting and maintaining the waterways was slow and inefficient. Networks of roads and turnpikes were as subject to weather and maintenance problems as canals, and often turned to deeply rutted mud bogs in foul weather. New methods were sought to expedite goods across the landscape. Improvements in steam power and its application to locomotives led to the development of the railroad, a fixed, all-weather route that would enable the transportation of both passengers and of large quantities of goods.

The B&O Railroad was chartered in 1827, the first railroad chartered in the United States. The railroad sought a route from the deep-water port at Baltimore to the Ohio River valley. The Chesapeake & Ohio Canal had already chartered a similar route west in the 1780s, but had failed to reach its intended terminus by the time of the railroad's charter. The rugged terrain of western Maryland proved a challenge to both the canal and railroad engineers. At Point of Rocks, Maryland, located along the Potomac at the base of insurmountable Catocin Mountain, both the canal and railroad vied for the same narrow sliver of land (Dilts 1993:57). Injunctions brought about by each side resulted in the suspension of work west of Point of Rocks until the mid-1830s.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-1-156

Name

Continuation Sheet

Number 8 Page 1

Point of Rocks was, according to engineer John H.B. Latrobe “a place soon to become more talked about than any other spot in the Blue Mountains” (Dilts 1993:103). Though it had secured the land necessary to run its track through Point of Rocks in early 1828, the railroad lost its claim to the canal in ensuing legal battles. Surveying was done in early 1828 and grading was underway by December 1828 when work was stopped at Point of Rocks by a C&O injunction (Dilts 1993:70). The injunction specifically forbade railroad construction “past and by the Point of Rocks” (Dilts 1993:104). Cooperation and collaboration between the two transportation concerns was often discussed but not practiced. The canal charter predated that of the railroad; therefore it was awarded the narrow pass by court order in 1830 (Dilts 1993:116-117).

English-born architect B. Henry Latrobe visited Point of Rocks on a surveying trip in 1830. Latrobe’s impression of the unformed “town” makes it hard to imagine the strategic importance of what he described as “a horrid hole, the habitation of a set of sharpers who assemble there to make money by a swindling sort of commerce. So beastly a village is to be found nowhere. The streets are made of mud and the almost impending mountain under which the little town stands casts with its forest of pines a dismal shadow over the spot” (Dilts 1993:187). The town was not platted until 1835, at which time it was essentially an outpost for crews working on the railroad and canal. Its location in the 100-year flood plain along the Potomac was unfortunate: repeated flooding damaged and destroyed successive incarnations of the town.

The B&O Railroad was completed to Point of Rocks in 1832, and after 1833 work continued westward (Dilts 1993:150; 192). After much debate over wood versus stone bridge types, the B&O opted to build substantial stone bridges to carry the tracks over waterways and difficult terrain (Dilts 1993:70). The stone used in the B&O engineering structures typically consisted of locally available and quarried limestone, quartz, and granite (Dilts 1993:193).

By the end of the century, the C&O canal had all but failed, and the B&O Railroad enjoyed a booming prosperity. Point of Rocks stands at the junction of the Old Main Line, in place since the 1830s, and the Metropolitan Branch serving Washington, D.C., which was added in the late nineteenth century. The B&O is now part of the CSX Railroad system.

9. Major Bibliographical References

Inventory No. F-1-156

Dilts, James. 1993. *The Great Road: The Building of the B&O, the Nation's First Railroad*. Stanford University Press, Palo Alto, CA.

Harwood, Herbert. 1979. *The Impossible Challenge: The B&O Railroad in Maryland*. Barnard Roberts & Co., Baltimore, MD.

10. Geographical Data

Acreage of surveyed property less than one acre
Acreage of historical setting less than one acre
Quadrangle name Point of Rocks, MD 7.5'

Quadrangle scale: 1:24,000

Verbal boundary description and justification

No tax parcel information could be located for the culvert. It is wholly contained in CSX property, and is located approximately 500 yards west of the Point of Rocks railroad station.

11. Form Prepared by

name/title	Kerri Culhane/Project Architectural Historian		
organization	John Milner Associates, Inc.	date	9/2000
street & number	5250 Cherokee Avenue, Suite 300	telephone	703/354-9737
city or town	Alexandria	state	Virginia

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: B&O Railroad Culvert Inventory Number: F-1-156

Address: West of the Point of Rocks B&O RR Station

Owner: CSX

Tax Parcel Number: _____ Tax Map Number: _____

Project: Marc Train Parking Lot Expansion Agency: MTA

Site visit by: John Milner Associates, Inc. Staff: ☐no ☒yes

Name: Kerri Culhane Date: August 2000

Eligibility recommended ☐ Eligibility **not** recommended ☒

Criteria: ☐A ☐B ☐C ☐D Considerations: ☐A ☐B ☐C ☐D ☐E ☐F ☐G ☐None

Is property located within a historic district? ☐no ☒yes Is district listed? ☒no ☐yes

Name of district: Point of Rocks Survey District

Documentation on the property/district is presented in: (provide name of Report) _____

Description of Property and Eligibility Determination: (Use continuation sheet if necessary and attach map and photo)

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Prepared by: Kerri Culhane, Project Architectural Historian, John Milner Associates, Inc.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ A ☒ B ☒ C ☐ D

Eligibility not recommended ☒ E ☐ F ☐ G ☐ None

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: CONCERNING ELEMENT TO BE ESD
RAILROAD AND AN ENGINEERING STRUCTURE

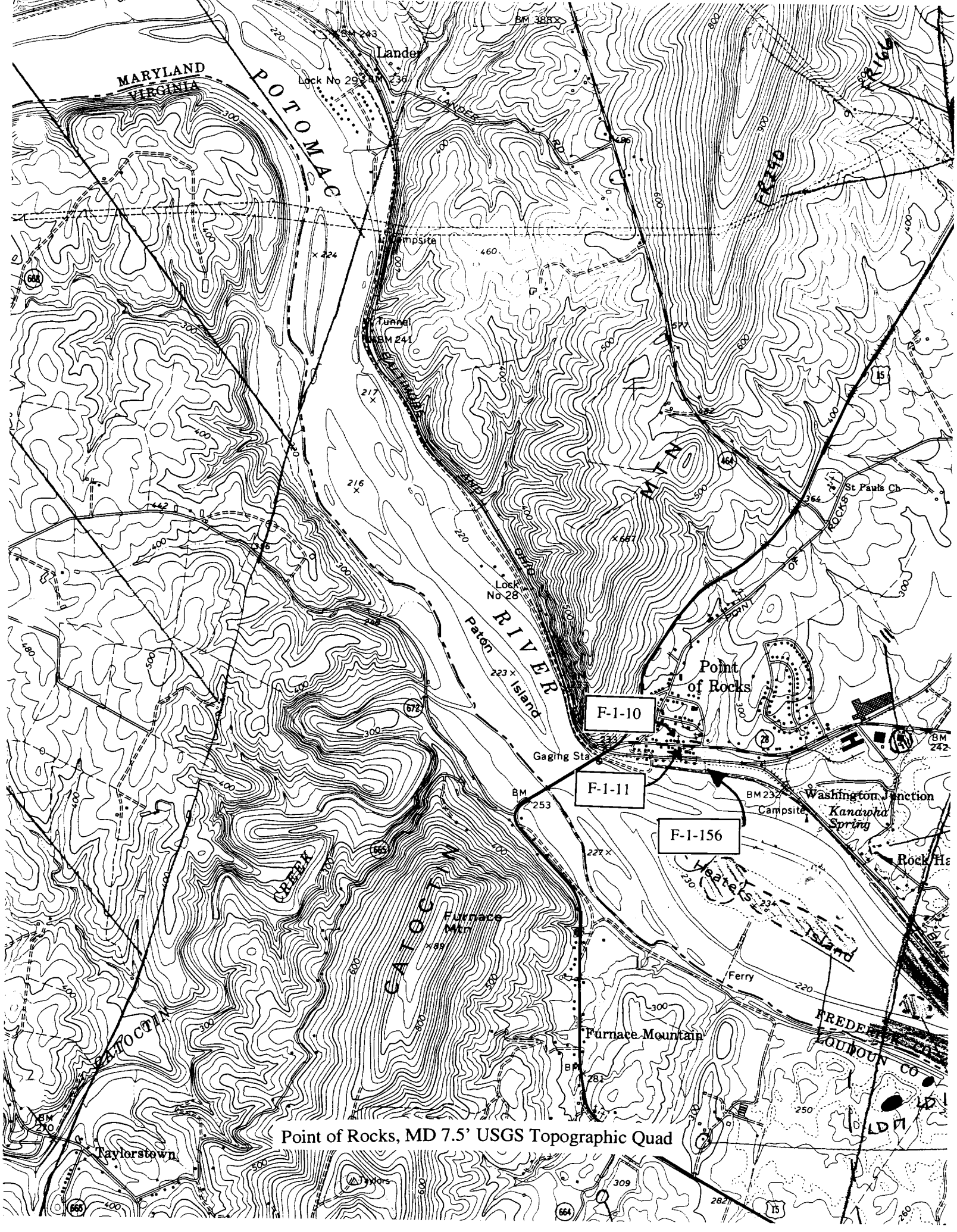
Reviewer, Office of Preservation Services

Date

Reviewer, NR program

Date

2010



Point of Rocks, MD 7.5' USGS Topographic Quad



F-1-156

Box culvert

WEST OF RR Station, POINT OF ROCKS

FREDERICK CO, MD

K. Culhane

8/2000

PROTECHSAR 1005
197 871 1111 N 3 11 2 (040)

MD SHPO .

INFLOW. view to .



F-1-136

Box culvert, WEST OF BLOKE STA.
EAST OF ROCK, GREEN RICK, N.D.
K. Culhane

8/2000

MD SHPO

PROTECHNICAL 1001
200-8711111111 3 10 2000

interior wall, view to



F-1-156

Box culvert, WEST OF BTO RR STATION
POINT OF ROCKS, FREDERICK, MD
K-culhane

8/2000
MD SHPO

PROTECTED 2004
197-0711 N4H4032(0403)

Interior detail of stonework, view to

3/4



Box Culvert

F-1-156

West of Point of Rocks BTO RR STATION

Point of Rocks, Frederick, MD

K. Culhane

8/2000

MD SHPD

PROTECTED BY 3001
[97 07 11 11 11 4 04 2 (040)]

outflow end. view to

4/4